

RADAR INSTRUMENT APPROACH MINIMUMS

BISMARCK, ND
BISMARCK MUNI (BIS)
RADAR-1 126.3 298.9

Amdt 3C, 02DEC21 (21336) (FAA)

ELEV 1661

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	31		AB	2100/24	454	(500-½)	C	2100/40	454	(500-¾)
			D	2100/50	454	(500-1)				
	13		AB	2100-1	445	(500-1)	C	2100-1¼	445	(500-1¼)
			D	2100-1½	445	(500-1½)				
	21		AB	2160-1	499	(500-1)	CD	2160-1¾	499	(500-1¾)
	3		AB	2220-1	559	(600-1)	CD	2220-1¾	559	(600-1¾)
CIR	ALL RWY	AB	2220-1	559	(600-1)	C	2460-2¼	799	(800-2¼)	
		D	2460-2½	799	(800-2½)					

Inoperative table does not apply to ALS Rwy 13.

DULUTH, MN
DULUTH INTL (DLH)
RADAR-1 125.45 233.7

Orig-A, 30JAN20 (21112) (FAA)

ELEV 1428

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	3		AB	1820-1	400	(400-1)	CDE	1820-1⅞	400	(400-1⅞)
	9		ABCDE	1820/40	392	(400-¾)				
	21		AB	1840-1	420	(500-1)	CDE	1840-1⅞	420	(500-1⅞)
	27		AB	1880/40	459	(500-¾)	CDE	1880/45	459	(500-⅞)
CIR	ALL RWY		A	1880-1	452	(500-1)	B	1900-1	472	(500-1)
			C	1940-1½	512	(600-1½)	DE	2400-3	972	(1000-3)

Circling NA for CAT E SE of Rwys 3 and 27.
Rwy 3, 9, 21 helicopter visibility reduction below ¾ SM not authorized.
VGSI and descent angles not coincident.
For inoperative ALS, increase ASR S-09 Cats A/B visibility to RVR 5500, Cats C/D/E to 1⅞ SM.
For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1⅞ SM.

06 AUG 2026 to 03 SEP 2026

06 AUG 2026 to 03 SEP 2026

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

25359

N2

RADAR INSTRUMENT APPROACH MINIMUMS

MANDAN, ND

Amdt 5A, 18AUG16 (21224) (FAA)

ELEV 1994

MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	31		AB	2440-1	499	(500-1)	CD	2440-1 $\frac{3}{8}$	499	(500-1 $\frac{3}{8}$)
	13		AB	2460-1	522	(600-1)	CD	2460-1 $\frac{1}{2}$	522	(600-1 $\frac{1}{2}$)
CIR	ALL RWY		AB	2460-1	516	(600-1)	C	2460-1 $\frac{1}{2}$	516	(600-1 $\frac{1}{2}$)
			D	2560-2	616	(700-2)				

ASR S-13: Helicopter visibility reduction below $\frac{3}{4}$ SM not authorized.

ASR S-31: Helicopter visibility reduction below $\frac{3}{4}$ SM not authorized.

When BIS control tower closed, ASR NA.

When local altimeter setting not received, use Bismarck altimeter setting and increase all MDA 60 feet, increase all CAT C/D visibility $\frac{1}{4}$ mile.

Circling to Rwy 4 and 22 NA.

SIoux FALLS, SD

Amdt 11A, 25DEC25 (25359) (FAA)

ELEV 1430

JOE FOSS FLD (FSD)

RADAR-1 125.8 284.725 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	3		AB	1980/24	556	(600- $\frac{1}{2}$)	CDE	1980/60	556	(600-1 $\frac{1}{4}$)
	21		AB	2000/24	570	(600- $\frac{1}{2}$)	CDE	2000-1 $\frac{1}{4}$	570	(600-1 $\frac{1}{4}$)
	33		AB	2020-1	597	(600-1)	CDE	2020-1 $\frac{1}{4}$	597	(600-1 $\frac{1}{4}$)
	15		AB	2060-1	631	(700-1)	CDE	2060-1 $\frac{3}{4}$	631	(700-1 $\frac{3}{4}$)
CIR	ALL RWY		AB	2060-1	630	(700-1)	C	2060-1 $\frac{3}{4}$	630	(700-1 $\frac{3}{4}$)
			D	2200-2 $\frac{1}{2}$	770	(800-2 $\frac{1}{2}$)	E	2240-2 $\frac{3}{4}$	810	(900-2 $\frac{3}{4}$)

When control tower closed, ASR NA.

Rwy 15/33 helicopter visibility reduction below $\frac{3}{4}$ SM not authorized.

For inoperative ALS increase ASR-3 Cat E visibility to 1 $\frac{1}{2}$ SM.

For inoperative ALS increase ASR-21 Cat C, D and E visibility to 1 $\frac{1}{2}$ mile.

06 AUG 2026 to 03 SEP 2026

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

25359

N2

NC-1